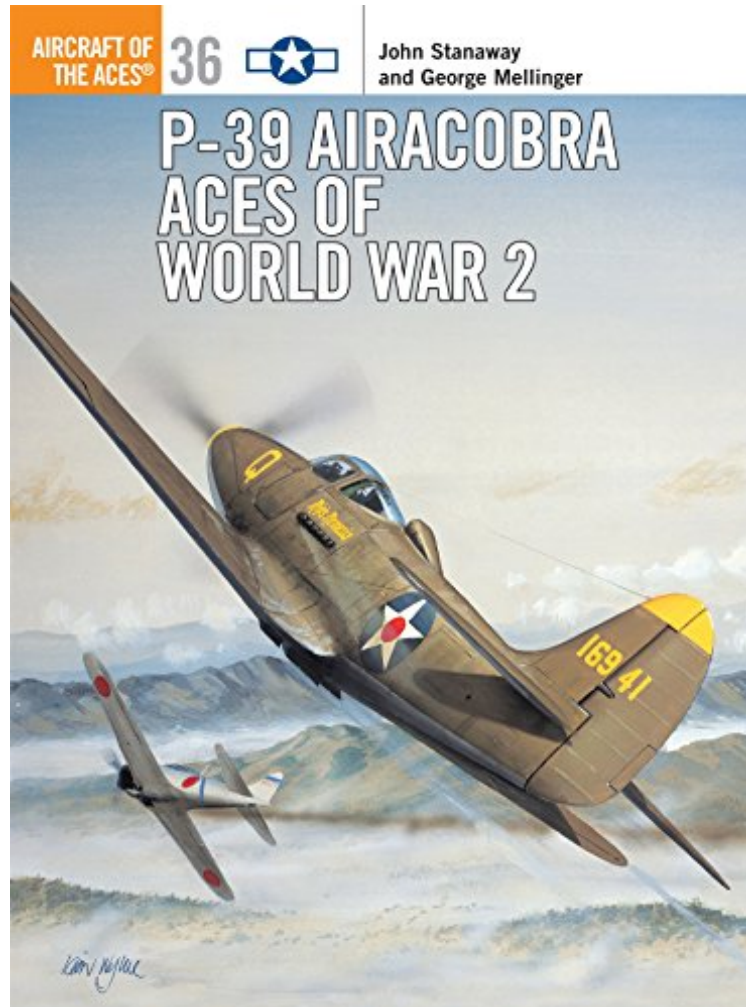


[Read download] P-39 Airacobra Aces of World War 2 (Osprey Aircraft of the Aces No 36)

P-39 Airacobra Aces of World War 2 (Osprey Aircraft of the Aces No 36)

John Stanaway, George Mellinger
ebooks / Download PDF / *ePub / DOC / audiobook



DOWNLOAD



+

READ ONLINE

#1199336 in Books Osprey 2001-07 2001-07-25Original language:EnglishPDF # 1 9.88 x .22 x 7.22l, .70
#File Name: 184176204096 pagesReference BookP-39, P 39, P39, | File size: 22.Mb

John Stanaway, George Mellinger : P-39 Airacobra Aces of World War 2 (Osprey Aircraft of the Aces No 36)
before purchasing it in order to gage whether or not it would be worth my time, and all praised P-39 Airacobra Aces of World War 2 (Osprey Aircraft of the Aces No 36):

0 of 0 people found the following review helpful. A good story of the best exported aircraft of WWII.By Bill HenslerThe P-39 in Soviet hands shot down more Luftwaffe aircraft than either the P-39 or P-47. Yes, the P-39 was not a good aircraft over 10,000 feet. However, the later P-39Q with a four blade prop was a fair match for a BF-109G below 10K feet and if the job is to cover IL-2 ground attack aircraft then the P-39 was fantastic for the job.BTW, the only "ding" I can make on this book is a write up on the engine life. Allison engines produced about 10-15% less

horsepower than a German or British in line engine. What's not said is an engine, like a BMW aircraft engine, would need a rebuild in as little as 200 hours. The Allison engines were rated for 1200 - 1600 hours. That's 6 to 8 times as long. That means the Soviet could be still flying their P-39s after 4 months of action while the BF-109s would be looking at another engine rebuild. The book makes it clear the Soviets loved the P-39. The aircraft had a good cockpit (granted the side door was a tad suicidal). The pilots all loved the tricycle landing gear because it made the ground handling quite nice. The 37mm cannon could pulverize a JU-87, HE-111, or JU-88 with one shot. Did the P-39 have issues? Yes. The biggest was high altitude performance. Also, the aircraft was a tad heavy and that also leads to poor performance. But the Soviets thought the P-39 was a great aircraft. I really enjoyed the write up in this book. The Soviets took the wing machineguns out of the wings and did everything possible to make the aircraft lighter. Also, this book proves a point. A fair aircraft with a great pilot will be a good aircraft with a poor pilot. BTW, you'll see great Soviet gun camera pictures of a P-39 "greasing" a ME-262. This book tells the reader of the good parts of the P-39. It was easy to use. It was fairly easy to service in the field. The radiator was well protected (the P-51 were easy to knock down with a hole in the radiator). The Soviets loved the aircraft. What the P-39 ends up with is sort of no friends. The Soviets could not admit the P-39 at lower than 10K feet was one of the best allied fighters of the war. The Germans feel bad that the P-39 knocks their aircraft down in droves. The US pilots have to fly the P-39 above 10K feet and the Zero flies rings around the aircraft. In 1942 to 1943 the P-39 does not perform well in the Pacific. I was happy with my purchase. 0 of 0 people found the following review helpful. Thorough as it is brief. By Will First of all, there's nothing wrong with the book. It does what it says on the tin. It's a series of anecdotes and raw-data-in-prose about specifically the aces who flew the P-39. It's largely cold and very straightforward document. There are five or six solid anecdotes of what the plane was actually like, but if you're looking for human texture or exciting narratives, you won't find much. Particularly, I was looking for insight in how the Airacobra was used in the eastern front- But this isn't a How, it's a What book, in that it's a list of who flew what with which unit and what they shot down. You don't get firsthand accounts from the Soviet pilots, but the author is plainly working from primary sources and if anything seems to have shoehorned his findings into this many pages (I can't imagine it was an enviable task). It's very dense, and works well enough for what it set out to do, I was just looking for something more insightful about the dynamic of the plane and what about it worked spectacularly in one theater and was relatively miserable in others. It's an awesomely weird plane, the Airacobra. Am I saying skip it? Of course not! I'd rather have a book about the P-39 rather than not have a book about the P-39! It's a great basis for figuring out where to look for what you want to learn next. And the pictures are Solid, if a little low-res reproduction here and there. 1 of 1 people found the following review helpful. Fantastic quality, as usual, for Osprey. By James C Clingman More Osprey quality. Outstanding as usual. This volume provides excellent detail regarding the use of Soviet P-39s, which were surprisingly effective.

The first American fighter fitted with a tricycle undercarriage and mid-mounted engine, the P-39 proved less than successful in the hands of its launch customer, the US Army Air Force (AAF). Hampered by unreliability and poor engine performance at high altitude, the P-39 nevertheless served alongside the P-40 and P-38 in the bitter struggle to capture Guadalcanal in 1942/43, as well as seeing much action over the jungles of New Guinea. Around a dozen AAF aces scored five kills with the P-39, although this total was far outstripped by the Soviet Red Air Force, whose pilots rated the Airacobra as one of the best lend-lease fighters of the war.

"Loved by some, hated by others, the Bell P-39 Airacobra is a fascinating, but largely forgotten aircraft of WWII history that played a significant role in the early air combat in the Pacific. This book is another excellent work of research by author John Stanaway and full of interesting history, photographs and appendixes of pilots who scored kills in the Airacobra." -www.pacificwrecks.com From the Publisher Osprey's Aircraft of the Aces series combines full colour artwork, the best archival contemporary photography, and first hand accounts from aces to bring history's greatest airborne conflicts to life. About the Author John Stanaway has written two best-selling volumes in the Aces series both covering the exploits of the greatest Pacific fighter of them all, the P-38 Lightning. He is also an official historian of the National P-38 Pilots' Association.